



Public Hearing

US 14 (US 12/18 to WIS 92) & WIS 138 (Hill Road to Park Street) Dane County



Frequently Asked Questions

General:

What is WisDOT's current plan to improve US 14?

WisDOT is currently planning four (4) separate projects for US 14 between US 12/18 and WIS 92. **See 8/14/08 Public Hearing Handout for more information.**

- The first project (ID 5156-05-71) is a resurfacing of the existing 4-lane highway between US 12/18 and County MM. This project is currently scheduled for 2012 construction.
- The second project (ID 5155-02-72) is to expand the existing two-lane highway between WIS 138 and County MM to four lanes. This project is currently scheduled for 2009 construction.
- The third project (ID 5567-00-72) is to reconstruct the existing US 14 / WIS 138 Interchange. Roundabouts are being proposed at the ramp termini. This project is currently scheduled for 2011 construction.
- The fourth project (ID 5155-04-74) is to build a new two-lane highway on existing WisDOT right-of-way located west of the current US 14 roadway between WIS 138 and WIS 92. This project is currently scheduled for 2015 and 2016 construction.

Has an updated environmental document been prepared for this project?

An updated environmental document has been prepared by WisDOT and approved by the Federal Highway Administration (FHWA) for compliance with National Environmental Policy Act (NEPA) procedures. The final environmental document is available for review at today's public hearing. It is also available at the Oregon public library, Oregon village hall and Brooklyn village hall.

What is the purpose of the public hearing?

The public hearing concerns the location, design, and environmental aspects of the proposed US 14 improvements. The hearing is part of the process for involving citizens in transportation decisions. **See 8/14/08 Public Hearing Handout for more information.**

How has the public been involved in the US 14 project development process?

All required public involvement procedures were followed from the time the original alignment was selected in the 1970's through today. During preparation of the updated environmental document and improvement plans, WisDOT has met with local officials, property owners and the public through three public information meetings, individual meetings, and today's public hearing.

US 14 Expansion (County MM to WIS 138):

Why is WisDOT proposing the highway widening between County MM and WIS 138 first?

Proposed improvements in the US 14 corridor have been reevaluated for numerous reasons including increasing traffic volumes, safety concerns, public input and fiscal considerations. This reevaluation has shifted WisDOT focus to completing the four-lane expansion between County MM and WIS 138 so that it ties into the existing four-lane highway north of County MM prior to other improvements on US 14.

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US 14 / WIS 138 Interchange:

When was the decision made to use roundabouts at the US 14/WIS 138 interchange?

WisDOT presented alternatives for the US14 / WIS 138 interchange at the third public information meeting in November 2006. The interchange alternatives included roundabouts or signals at the interchange ramp terminals. Overall public comment regarding the roundabout alternative was positive. Based on this input, meetings with local officials, and other considerations, WisDOT has identified the roundabout alternative as the preferred alternative. ***See 8/14/08 Public Hearing Handout for more information.***

Will traffic problems at the US 14/ WIS 138 interchange be addressed?

WisDOT completed traffic models for the US 14/WIS 138 interchange including adjacent intersections. With these models, WisDOT was able to determine what was causing the existing problems and the best way to address them. The models also demonstrated how the proposed improvements will handle current and future traffic in the interchange.

The intersection of Park Street and Janesville Road (WIS 138) in the Village of Oregon is already experiencing vehicular and pedestrian problems, especially during the morning and afternoon rush hours. Will WisDOT work with the Village to address this intersection?

Due to local roadway jurisdiction, improvements at the Park Street / Janesville Road intersection will be determined by the Village of Oregon. WisDOT will coordinate with the Village to determine improvement options at the Park Street/Janesville Road intersection due to its proximity to the US 14/WIS 138 interchange. The proposed US 14/WIS 138 interchange improvements will not preclude improvement options at the Park Street/Janesville Road intersection.

Has WisDOT considered a park and ride lot as part of the US 14 project?

Currently, the proposed US 14 improvements do not provide for a park and ride lot. The selected roundabout interchange design at US 14 / WIS 138 does not prevent a potential park and ride lot at this location. WisDOT will continue to coordinate with the Village of Oregon and Dane County to determine the future need and location for a park and ride lot in the US 14 corridor.

"New" relocated US 14 Corridor (WIS 138 and WIS 92):

Why is WisDOT proposing a new alignment for the portion of US 14 between WIS 138 and WIS 92 rather than upgrading the existing highway?

Widening existing US 14 to be a more safe and efficient highway would involve displacing approximately three homes, twelve farmsteads and four businesses. Roadway widening existing US 14 would also require purchasing approximately 140 acres of new right-of-way. This option would not address access management needs. Numerous access points along US 14 would need to be retained causing conflicts and safety concerns for local and through traffic. Widening existing US 14 would also cost nearly twice as much as constructing US 14 on new alignment.

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How will a relocated interim two-lane highway be better than the existing two-lane highway?

The new relocated highway will have limited access. Limited access highways are much safer than those with numerous driveways and intersecting local roads. In addition, the horizontal and vertical geometry of the relocated highway will meet modern design standards for improved traffic flow and safety compared to the existing highway. When traffic counts warrant, the interim two-lane highway will be converted to a four-lane facility to accommodate future traffic demand in the corridor.

What intersections/overpasses are proposed in the new US 14 corridor between WIS 138 and WIS 92 in 2015?

With the proposed new US 14 corridor the existing US 14 segment will become, "Old US 14". Old US 14 will intersect the proposed new US 14 corridor at the beginning and at the end of the new segment. The new US 14 corridor between WIS 138 and WIS 92 would have at-grade intersections at County A, Rome Corners Road and the southern intersection of Old US 14. A cul-de-sac is proposed at the northern segment of Old US 14 and Rutland Road intersection. At this time, no overpasses are currently proposed with either the interim two-lane or ultimate four-lane facility. The need for any overpasses or interchanges on this relocated portion of US 14 will be evaluated in the future based on traffic needs.

Will there be any improvements to the intersection of County A and US 14? Will it be a signalized intersection?

Traffic analysis was completed at the intersection of County A and US 14 and three possible alternatives were considered. Based on right of way constraints, and anticipated traffic the proposed intersection was selected. The proposed intersection provides a safer intersection, addressing substandard geometrics, and provides turning lanes for both westbound and eastbound turning traffic off of US 14. Currently the intersection does not warrant a signal but WisDOT will continue to monitor traffic in the area for accelerated development.

What improvements will be made to existing US 14 after the new two-lane roadway is built on new alignment?

Existing US 14 was resurfaced in 2005. At this time no additional improvements are being considered. WisDOT anticipates a substantial decrease in traffic on existing US 14 when the new US 14 alignment is constructed. The substantial decrease in traffic on the Old US 14 will minimize the need for further highway improvements. The Old US 14 will likely revert to local jurisdiction after the new alignment is constructed. The local government with jurisdiction of the Old US 14 may choose to implement measures such as reduced speed limits and other safety improvements. These issues will be discussed in the future between WisDOT and local officials during the jurisdiction transfer process.

What measures are being taken for proper drainage? Will the new highway create excess water on adjacent properties? Will the proposed highway project address any local property owner drainage issues?

Preliminary engineering and drainage analysis are currently underway along the US 14 corridor. Any additional drainage generated by the relocated highway will be controlled through ditching and detention areas. WisDOT is required to manage additional runoff produced by the new roadway and maintain existing natural drainage patterns with the proposed highway design. Drainage problems that currently exist on private properties will not be worsened or improved by construction of the relocated highway. Any localized and personal property owner drainage issues, not related to the highway will not be addressed by the proposed highway improvements.

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